THE HIP TIMES

The HEMTT Improvement Program (HIP) Times

A Quarterly Newsletter *June 2002* *Volume 9, Issue 2*

Heads Up

Grove Crane Load Test

There has been an error in TB 9-2320-279-34 since it was first published in 1988. Change 1, Feb 2002 has hit the streets and for some reason the error remains. Page 2-9, Paragraph 2-4.4f. is incorrect. It should read:

"f. Allow vehicle to sit undisturbed for 30 minutes. Measure distance between load and ground again. Note any difference between measurements. The difference in the two measurements should not be greater than one (1) inch. If difference is greater than one (1) inch, determine the cause, repair crane and retest."

The field was notified of this error in a HIP times article, March 1998. Because it was not picked up in the recent change cycle we are broadcasting the information again. You can be sure it won't escape next time. So until the next update appears, please mark up your current TB 9-2320-279-34 to reflect the correction.

Gerry Grothjan

NSNs for Crane Hooks and Latches

There's been some confusion about the NSNs for the M984A1 and M985 crane hooks and latches. The latest change to TM 9-2320-279-24P-1 (Feb 02) has most of the information, but here it is again just in case you're still waiting for your copy.

To get the Safety Latch for a M984A1 Crane Hook, the NSN is 4030-01-473-1921 and for the M985 the NSN is 4030-01-467-4737. These are in Figure 341 Item 24.

Please keep in mind that you can NOT use a new style Safety Latch with an old style Hook. If your old latch was triangular shaped, you need to replace both the Hook and the Safety Latch.

To get the entire Hook Block Assembly for the M984A1 the NSN is 3940-01-207-9168 and for the M985 the NSN is 4030-01-193-6775. These are in Figure 341 Item 8.

Both of the above changes were incorporated into the latest update of the TM. Unfortunately, the new NSNs for the hooks by themselves did not get in the update. Make the following note in your TM for the hook NSNs.

In Figure 341 Item 23 the NSN for the M984A1 Crane Hook is 4030-01-473-1922 and for the M985 the NSN is 4030-01-171-0727.

Walt Carter

Filter Separator Service

Last issue we told you about the service interval on the M978 Filter Separator. Here is a little more information about it.

The correct service interval for the M978 fuel tanker line strainer and filter separator is two years. This is the service interval for both the old style (NSN 4330-01-206-1665 with 15 elements)

and the new style (NSN 4330-01458-6819 with 6 elements and 2 filters) filter separators. Make a note in Table 2-2 on Page 2-47 Item 15 of your copy of TM 9-2320-279-20-1. The interval column should read Biennial.

The Army Petroleum Center folks also say that you should ensure that the data plate on the Filter Separator is changed. They suggest using a metal stamp set or suitable substitute to modify the data plate.

Also, for future reference, enter the month and year the data plate information was changed. This change has been in the field for awhile so your TM may already have the note in it. Look for a *PS Magazine* article in the near future. The change will be made to the Technical Manual during our next Update.

Walt Carter

Tank Level Sensor Connectors

The Connector, Plug Electric, Items 2 and 3 shown in Figure 114 in TM 9-2320-279-24P-1 are old electrical connectors leftover from the original fuel level sensor. The sensor was replaced in production and by an MWO 13 years ago. The original connector was outrageously priced so a new one replaced it. You need to go into your TM 9-2320-279-24P-1 and mark up figure 114. Item 2 is now NSN 5935-01-475-7130 and Item 3 is NSN 5999-00-338-9875.

Jim Howard

Lubing the Shift Levers

Take the bind out of two HEMTT shift levers with a little oil from the oil can. Once a month, squirt a little OE-HDO on the transfer case and winch shift levers. That will loosen up and prevent corrosion that can eventually bind up the levers. Make a note until these oil can points are added to the lube order.

Gerry Grothjan

Load Testing the M984A1 Retriever System

Occasionally we get an inquiry from the troops about whether they should load test the M984A1 HEMTT Wrecker Retriever system when they replace a lift cylinder. According to TB 43-0142, Paragraph 3a, a lifting device is "any device or component used to raise, lower, hold, or position a load from one location or elevation to another". Under that definition the M984A1 wrecker is certainly a type of lifting device, however, there is no formal requirement to load test the M984A1 wrecker lifting device when the lift cylinder is replaced. Over the broad spectrum it looks like the other thing in question here is what is considered, as TB 43-0142, Page 3, Paragraph 4a(1) phrases it; an "EXTENSIVE REPAIR".

Obviously the total disassembly of a lift system with the replacement of several components and/or perhaps repairs to the support assembly would be considered an extensive repair. Is the changing of a lift cylinder an "extensive repair" requiring a rated load test?

In other words what is considered an "extensive repair" that requires a load test may in some cases require a somewhat subjective decision based on experience, local requirements and policy.

In this particular situation no load test is required, however, in addition to the operational and visual checks for leaks that the manual calls for, the user's may consider a functional check as described in TB 43-0142, Appendix B, Paragraph B-3.

Gerry Grothjan

HEMTT Glass

When you order window and windshield glass for your HEMTT you may find that the Acquisition Advice Code (AAC) listed in FEDLOG is going to be "L" which is supply lingo that means it is a local purchase item. That's all changed now. Just order the glass and it will arrive precut and ready to install. Corrections in the FEDLOG will follow.

Gerry Grothjan

Tanker Dipstick Storage Tube

On Fig. 286 in your TM 9-2320-279-24P, C1, you'll notice that at the right end of Item 50, the dipstick storage tube, there is shown a lock pin on a chain. Problem is, there is no callout for it. That will be corrected in a future up-

date of the manual but in the meantime make a note in your manual that the NSN for the pin is 5315-01-136-1860. The chain is a "make from" item from bulk chain that you can get by ordering NSN 4010-01-067-1700.

Gerry Grothjan

V15 Drain Valve

Some of the folks out there are also having trouble finding the V15 drain valve for their M978 HEMTT Tanker. You'll find it on Figure 437 as Item 22 in TM 9-2320-279-24P. It's part of the Filter Separator Assembly.

Gerry Grothjan

High Idle Solenoid

If you're having problems locating the High Idle Solenoid in your parts manual for the HEMTT don't feel bad, you're not alone. It's located in Group 0312, Throttle Control Lines and Fittings area of TM 9-2320-279-24P. You'll find it on Figure 55 as Item 4. It's called out as a "Valve, Solenoid."

Gerry Grothjan

Proper Precautions

Here are a few thoughts from a very inspiring article found in a popular safety magazine. I feel that it is worth sharing with the HEMTT maintainers who might not have access to this kind of feedback. – Editor

Recently a Risk Management Integration Training Team visited seven different Army installations and provided soldiers with Risk Management training. As part of the training they conducted surveys of several maintenance facilities. They noted serious potential hazards associated with soldiers performing tasks as simple as inflating a tire and as complex as demounting and mounting tires. Some of the noted hazards noted were:

- Operators not trained.
- Technical Manuals not available.
- Inflation gauge with a 10-foot air hose and clip on chuck not being used.
- Operators using a pickaxe to separate the bead from the rim.
- OSHA approved tire cage not available.
- Tire cages bolted to the floor.
- Mounted tires were being inflated when they had less than 80 percent of air pressure.
- Maintenance personnel not trained or training not documented.
- Known standards not being enforced.

In most cases, the minimum resources to safely service multi-piece rims include:

- Eye protection.
- Hearing protection.
- OSHA approved tire cage (NSN 4910-01-373-0267); larger approved tire cage (NSN 4910-00-025-0623).
- Inflation gauge with 10-foot air hose and clip-on chuck (NSN 4910-00-441-8685).
- Mechanical bead breaker, (NSN 4910-01-325-2974).
- Valve stem remover.
- Applicable tire tools.
- Equipment Technical Manuals.
- TM 9-2610-200-14, C*are, Maintenance, Repair and Inspection of Pneumatic Tires and Inner Tubes.*

The bottom line is that Split Ring Rims can be extremely dangerous if not properly serviced and maintained by trained personnel. We know that soldiers have to be trained and resourced to safely accomplish any task under any situation. Let's not lose another life or limb as a result of shortcuts taken, standards not enforced or resources unavailable.

- Another timely and relevant commentary on the dangers of servicing Split-Ring Rims. Liberally extracted from Countermeasure, January 2002 –

If you have any comments regarding recommendations for improvement of the newsletter, please send your comments by E-mail – schradel@tacom.army.mil or snail mail to USATACOM, ATTN: AMSTA-LC-CH/MS420, Warren, MI 48397-5000

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